NEWPORT, Sept. 2 .- In the first of the trial races between the Columbia and the Defender held off here this afternoon, the superb new single-sticker amply proved her mettle as a Cup defender, winning handily from the old champion by the margin of 3 minutes, 49 seconds. It was a beat to windward fifteen miles and a run home with the wind almost abeam. The start was a splendid exhibition of seamanship which the Defender carried off the lion's share of honors, but both sloops covered themselves with glory from the time their bows darted over the line, until the race went down in vachting annals.

All things considered the race was sailed under conditions that more nearly approached perfection than any of the previous matches between the big 100-footers. The Columbia made by far the best exhibition in her career. Her windward work, always a feature was the best that she has yet shown and under her new adjustment of weight below the water line and with the steel mast in place, she proved to be a steadier boat than the staunch Defender. The 105 champion crossed the starting line seventeen seconds to the good but Herreshoff's new wonder rapidly overher, At the outer mark, the Columbia led by 5 minutes, 10 seconds, actual time. On the run home the old consequently the Columbia's gain on the home leg was only I minute 30 seconds.

It was apparent that Mr. Iselin was not showing off the new Cup defender to the limit. The tactic of hauling in the baby jib-topsail to observe the effect, tried on the day the Columbia's steel must buckled, was followed to-day and for a mile or more this handicap was imposed. Defender cut down the lead perceptibly until the triangle was again shaken out The general impression in yachting circles tonight was that the Columbia was making rapid strides in her form. As one vachtsman who is closely identified with the Herreshoffs,

Herreshoff is convinced that the Columbia is the fastest yacht that was ever built. He also believes that the limit in the development of fer-footers with the bulb keel has been reached. The only avenue now open is a return to the centreboard with its possibilities." At no time since the two big sloops have been at it in earnest has there been any decided doubt that the Columbia was the faster boat. The trial races, therefore, may be considered merely as tuning up spins held under more than the ordinary surroundings and under the glamor that attaches to the trial races for the selection of America's fleetest aloor.

A well-defined rumor to the end that only two races in all will constitute the trial races has received verifications from yachtsmen who are in touch with the Regatta Committee of the boat will have satisfactorily established her superiority in one more brush of marine heels. The official time of to-day's race is as follows:

Nature frowned upon the first of the trial series all through the morning. A dispiriting drizzle kept Newport's feminine population in doors: dressed the floating contingent in yellow oil skins and souwesters and tried vainly to dampen the racer's bran new suit of sails. A fair breeze held steady from the accident and honorable mariners one and all declared that the day would be a wetons from sun up to sun down.

The harbor was not jammed with the big fleet of toothpick steam rachts and eruising eloops and 'schooners that graced her waters for the past races between the big sloops. The

for the past races between the big sloops. The representation, however, was typical of the flower of American steam yachts, staunch and roomy. The fleet of 30-footers, challing at their leading strings as though they could not wait for their daily brush, lay in shore like a line of pickets guarding the big craft. The naval reserves floating schoolhouse, the converted cruiser Prairie and the revenue cutter Dexter. bravely tried to fill the deficiency that the North Atlantic squadron made yesterday when it weighed anchor for Philadelphia. All was gray and grim, but the sun was gamely pricking a path through dim patches of clouds and it finally succeeded.

Meanwhile, in a gentle fall of rain, the Regatta Committee, S. Nicholson Kane, Chester Griswold and Irving Grinnell, was holding an outdoor magintoshed conference at the club station landing, with C. Oliver Iselfn, Columbia's managing owner. Mr. Iselin informed the committee that he would not like to take out his boat in the rain, as the sails were new and would stretch with difficulty if drenched. His wishes were of course respected and after a short powwow, the committee bulletined the statement that their deeision would be made at noon, and that the race would be started at I o'clock if the rain had ceased by that time. Mr. Iselin then took his launch to the Columbia, and the committee boarded one of the Corsair's launches with Commodore J. Pierpont Morgan. The Columbia was lying at her mooring

in Brenton's Cove with her tender, the St. Michaels, hovering nearby. The Defender was off the torpedo station. Both sloops had been groomed to the pink of condition. Columbia's bronze underbody had been polished until it presented a flawless surface to the water. She had been "akinned out" until there were only the twe "bel buikheads below decks. Her decks were broken only by neatly coiled halyards, the foot rails and hatchways.

It was hard to believe that the graceful stick that tapered far above the spars of the surrounding fleet was the one that had buckled in her second race off Newport. The wooden club topmast that telescoped into the hollow steel mast was painted the same grayish brown of the mast and with the usual hamper between hounds and mastheads done away with, it looked like one spar. Two stout oak and steel spreaders jutted out from it with a businessiike air and every stay and shroud was leading true. Three plore tons of lead ballast were stowed away in her underbody, and the transferral of 2,500 pounds of above-deck weight was expected to work wonders. The Defender was skinned out too, and her Tobin bronze underbody had been painted green, a closer approach to the Emerald Isle's color than is Shamrock's.

The fall of rain was done for the day at 11:30 o'clock and Newport woke up to watch the racers. Bright bits of bunting were fluttered from the Corsair promptly at noon and their interpretation was that the race would be started from the Brenton Reef Lightship at o'clock. A dull beam and the drift of smoke to windward a moment later ordered the fleet o get under way. Not a move was made on the two big yachts until 12:03, when the Deer Isie tars hoisted her mainsail. The staysail was set paxt and then the big club-topsail was sent aloft. At 12:17, the jib was set, the moor-

critically inspected as she bowled along under the freshening breeze. Her head sails were a credit to her tailor and the club topsail was as taut as the proverbial whipcord. The big main-sail set well except along the leach, where the white canvas was wrinkled. This was the most noticeable near the tack, but a little wear will present an unwrinkled front to the winds that caper about Sandy Hook. The sail was a handsome one and diagonally striped from head to foot. Capt. Barr had run three battens in the mainsail and it apparently caught every zephyr in its vicinity and corralled them with such good effect that she drew away from the Defender. Both the sloops were headed for the lightship and the wholesale breeze sent

them along at a good ellp. The Columbia, hauling to the wind, raced under the lee of the weather-beaten lightship on the port tack, and at the time scheduled for the start she came about on the starboard tack. Both the big single-stickers played a marine game of tag about the lightship and at 1:30 the preliminary signal, the hoisting of the yacht ensign, was made from the flagship. A few minutes before the compass course, eastsoutheast, had been signaled, and the tug Edgar F. Luckenbach steamed away to log off the miles. The preparatory signal came at 1:35 and as the gun cracked the aloops ran inshore and raced over the line mancruvering for position.

The Defender passed to windward of the lightship, headed out toward Bateman's Point, on the port tack, and with a smother of spray dancing from her bows the Columbia followed a hundred yards astern. They went into stays at the same moment, the Defender spinning about like a top. They made for the leeward end of the line and close up to the sloop got the benefit of a better wind and lightship. The starting gun's fire set the skippers and crews at the highest point Defender was dead The ahead and Columbia held doggedly on to the old singlesticker. Capt. Rhodes berthed his boat in the weather position and crossed the line 17 seconds ahead of the Columbia, who was hugging the leeward end of the line. It was a thrilling start and it set the admiring fleet on edge for the great race. The official starting times were: Defender, 1:35:23; Columbia, 1:35:40.

Both yachts crossed on the port tack and broke out their baby jibtopsails. Columbia went gamely after the flying sloop with the green underbody, and she footed like a runaway. She was eating right into the eyes of the wind and the pig lead in her underbody and the added weight to her bulb keel held her up as stiff as a liner. Defender showed the greater heel, a wonderful reversal of previous conditions. On the gallant old racer's weather side, at the load water line, two red spots showed dully on the green. They were mementoes of the visit of Lord Dunrayen and recalled the episodes that have invested her with a sentiment that rivals that associated with the old schooner America. All thoughts of sentiment were driven to the

winds, however, by the work of the two boats. Not the length of a bowsprit separated them a hundred yards from the start, for the new sloop had picked up the fleetest pair of marine heels in these waters. Barr had his heart set on taking the Defender's wind. He pointed the Columbia to the windward of the flying sloop ahead of New York Yacht Club. They say that the new | him, but Rhodes was not napping. He pinched the Defender and shook off the Columbia. At 1:44 Barr tacked and Rhodes followed suit. Barr again began to pinch the Columbia up or the weather quarter of the Defender, but failed and went back to the port tack, heading to the southward. It was a skirmish of brains,

Both sloops stood off to the eastward on the

of envise from the deck lines to the trucks who doing efficient service.

The Columbia went about on the port tack at 1:55 o'clock and the Defender spun about ten seconds later. The windward gap was opening but the old bout was footing finster than ever before in such a breeze. The sloops stood out to sea and the freshening breeze flattened the tops of the seas as it raced them. The skies were wrought in fantastic shapes, and the racing sloops, the hurrying fleet and the setting of sea and sky made a brilliant marine picture. The wind hauled a little to the east, and in all respects it was second only to the blow in which the sloops raced from Newport to Vinevard Haven on the cruise of the New York Yacht Club last month. At 1:57:15 the Columbia swung to the starboard tack and the Deer Isis tars hauled in on the baby jib top-sail hilyards. The halyards fouled and the triangle fluttered in the stiff breeze. It was a minute and a half before the running gear was set to rights and the sail bested to be been. The Defender had matthe baby jib top-sail halyards. The halyards fouled and the triangle flutteres! in the stiff breeze. It was a minute and a half before the running gear was set to rights and the sail hauled on board. The Defender had matters to her liking for her baby jib was pulling hard. The way in which she footed and closed up the half-mile gap was a revelation. Her lee rails were well under and the white-clad sailors were bunched to windward, lying flat on their stomachs. Every sail was as hard as a plank of Oregon pine, and she fairly jumped through the water. There was a lively sea on and the crests of the waves broke about her bows, buryling them at times. She went to port at 2001-20, and the Columbia, after a No. 1 jib torsail had been sent up, was flung to the port tack by Barr. Her lee rails were awash, but there was none of the tenderness that marred her early work. A stauncher boat could not be desired. The adjustment of the lead baliast seemed to throw her head up a triffe and it shot through and over the seas like a keen razor. The Defender was still going after her hard, for the new headsail had not yet entered into the full harmony of Columbia's sail plan aithough it stood out like a sheet of tin. The trail of the Luckenbach's staff was still dim on the horizon and the steam yachts began to cut across lots for the outer mark. There were no accompanying sail yachts, for it would have been useless for them to try to keep up with the blue ribbon sloops.

At 3 o clock the Columbia took in her jib top-sail for the second time and the Defender followed suit. The new boat went into stays at 13-17, spun about as though swing on a swivel and filled away on the port tack. The Defender did the same two minutes later and at 3:20:30 she went back to the starboard tack. The Columbia made a short hitch at 3:30 o clock. The wind was coming in guishes and the position of the yachts was relatively the same except that the new cup defender was getting the best of the outer mark.

fender was getting the best of the footingland pointing.
Columbia came about on the port tack at 3:30 and well to windward stood for the outer mark. a float carrying a fread birdeage striped with white. She rounded it at 3:50:03, swinging around with sheets trimmed sharply and then the boom was swung to port. The wind was on her starboard quarter and the big balloon jib was broken out at 3:55 o'clock and the ito was hauled in smartly. The Defender just before rounding the float was struck full with a vigorous gust and heeled until her decks were half wetted. The old sloop made the turn at 3:54:56; five minutes and 10 seconds behind by elapsed time.

The Columbia's spinnaker pole was run out, and at 4:03 the big stretch of canvas filled to the wind. The wind was not directly enough

The Columbia's spinnaker pole was run out, and at 4:00 the big stretch of canvas filled to the wind. The wind was not directly enough aft to spill the wind from the spinnaker to the bolloon, and the big headaul hung loosely at the foot. The Defender's spinnaker was set at 4:19. Both the skippers had taken in the jibs and forestaysails. The Defender's boom at times dipped in the seas on her port hand, but the Columbia's swung high and dry. Both sloops bowled along at a gait that worled the slower yachts, but the Columbia was not outfooting her old rival so decisively as on the windward leg. She more than held her own, but the Defender was favored by livelier gusts and hung on doggedly.

gedly.

Both the racers were greeted with choruses of steam whistles as they filed over the finish line. Columbia leading the Defender over by 6 minutes, 32 seconds. On clapsed time her lead was 6 minutes, 40 seconds. The yachts sailed back into the harbor where they made fast to their moorings and made snug for the

ings dropped and the sloop swung to the windshie filled away on the port tack, close hauled, and beat out to sea.

The Defender, with the same sails set, went out at 12:25 and the fleet followed in a long lie. The Columbia's new suit of canvas was a long lie. The Columbia's new suit of canvas was lied and leave the harber.

NO SAIL FOR SIR THOMAS.

INCLEMENT WEATHER KEEPS THE SHAMROCK AT HER MOORINGS. Her Owner, Designer and Sailmaker Visit. the Challenger and Make a Careful In-spection-Sir Thomas Thinks the Cup

Races Will Be Close-First Spin Monday. Sir Thomas Lipton and his friends. who arrived on Friday afternoon on the Campania, were disappointed vesterday morning when they found the rain was pouring down as if it had not left sky before in six months. It put sailing out of the question, and all had expected to be able to give the Shamrock her first trial in these Those on the Shamrock were just as waters. sorry that the trial had to be postponed. men have been here two weeks and have had hard work all that time. They wanted to have a sail and had been looking forward to it for some days.

Sir Thomas is usually an early riser, but the voyage had made him tired, and it was 9 o'clock before he had his breakfast at the Fifth Avenue Hotel. After the meal there was a little business for him to attend to, and then at 10:30 o'clock he left the hotel for the Shamrock off Tompkinsville. He was accompanied by David Barrie, his representative here; William Fife, Thomas Ratsey and Mr. Connell, the Clyde amateur sailor who is to help on the Shamrock. The party drove to the foot of West Twen ty-third street, where they boarded the tug James A. Lawrence and in less than an hour after leaving the pier stepped on the deck of the Erin. He was greeted by Capt. Matthews and for a few minutes Sir Thomas chatted with his skipper. He had a few kind words for each of the crew he met. He spent a short time looking the yacht over and was delighted with the condition he found everything in. It was still raining, and there was nothing to do but wait for the weather to clear.

The Shamrock was anchored a few hundred yards ahead of the Erin and Sir Thomas and Messrs. Fife and Ratsey stood at the rail for some time carefully looking her over. They talked together for some time and then retired to the cabin to discuss their plans. Captains Hogarth and Wringe were sent for and they were admitted to the council as soon as they arrived on the Erin. It was hoped that the weather would clear by noon and that the sails might be set during the afternoon and the vacht given a trial. The weather, however, after giving a few signs of clearing, clouded over again and the sail had to be abandoned, as it was not thought wise to uncover the sails and get them wet.

In the afternoon Sir Thomas ordered the launch, and, with Fife, Ratsey and Barrie, went over to the Shamrock and inspected the yacht thoroughly. The crew lined up at the sides as the launch drew near the yacht and cheered as Sir Thomas stepped on board. Mr. Fife at once got to work. With Captains Hogarth and Wringe he went all over the boat and looked at all the rigging and at everything that had been done. When he returned to the Erin, after having been on board the Sham-rock for an hour and a half, his looks showed that he was well pleased with everything tha he had seen. Sir Thomas Lipton was seen on the Erin late

in the afternoon by a reporter of THE SUN, "I had hoped," said Sir Thomas, "that we would be able to have a sail. We want to have the yacht out as much as possible between now and the Cup races to get her in the best possible condition, but the weather to-day forced us to remain at anchor. We shall be out sailing every fine day from now on, Sundays excepted. I do not work on Sunday, and I do not make any one work for me. On Monday, however, we shall sail. The start will be made about 9 o'clock in the morning and we shall sail as long as it is thought necessary. We have lots of work ahead of us. To race for the America's Cup does not mean just building a yacht and bringing her across the water and sailing her in the contests. There is lots of work to be done to get the yacht in proper condition and we are determined to have her in the best nossible condition by the time she ments the Shamrock. We realize that we have undertaken no easy task in trying to win the America's Cup, but if hard work will be helped very much.

"I intend to sail on the Shamrock in all of her trial spins and I shall be on board in each of the contests. That's what I had the yacht built for cluded the day's entertainment. done to get the yacht in proper condition and

contests. That's what I had the yacht built for. This vachting is a business now and I am afraid I shall have no time for anything else. My headquarters will be on the Erin, but I shall retain my apartments in the Fifth Avenue Hotel." "Can you tell me anything of the plans for

the Shamrock, Sir Thomas: asked the re-"Mr. Fife is the man who has mapped out what will be done, but I don't think he will tell any one just now. Every one knows what has to be done to get a yacht in racing trim, but just how Mr. Fife will go about the work is known only to himself. The yacht will be docked sometime, but we have not yet decided on the day.

"My reception here has been very gratifying. I knew I had lots of friends, but I find I have more than I had reckoned on. The invitations that I have received are fairly overwhelming and it will be impossible for me to accept them. In fact I don't think I shall have time for anything but the yacht. More than fifty clubs have extended to me the courtesies of their homes. This is very delightful, but if I availed myself of all these privileges. I think the yacht would suffer.

"Will you go to Newport to see any of the trial races?

"I should like to do so very much, but could not without neglecting the Shamrock. I am very anxious to see the Columbia, but I shall have to wait. We have every confidence in the Shamrock, but I would like to explain that we are not boasting in any way. The Shamrock is the best yach! ever built in England and the Columbia is the best yacht ever built over here. We think, and very naturally too that the Shamrock as fast a boat as there is, and we shall believe this until she has been beaten. If the Columbia beats her, then we will acknowledge that the Columbia is the better boat. I don't think that there is any one who can figure out just now which boat will win. We think that they are very close together in speed and the races for the cup will decide which is the faster.

Several yachts sailed past the Erin and Shamrock during the afternoon and saluted. The flags on the Erin and Shamrock were dipped in an acknowledgment each time and when Sir Thomas was on board the Erin he raised his hat to those on the yauhts. Sir Thomas returned to town late in the afternoon and went to the Fifth Avenue Hotel.

The two Cingalese servants of Sir Thomas are catching some of the enthusiasm about the Shamrock from those on the Erin. These two men are the personal servants of Sir. Thomas Lipton and they are dressed in their native costumes. The taller of the two is called Erin instead of his heathenish sounding name, and the smaller man is called Shamock. Erin has become quite a gambler. While on shore a few nights ago he found a man who declared that the Columbia would win. This opinion did not meet Erin's views and he promptly offered to make a bet. The Columbia enthusiast was willing and a stakeholder was found who took care of the money the two men put up. Erin is very confident. He talks a little English and yesterday told a SUN reporter that "Sham-a-rock win. man smiled as he said this and then he told

how he had bet "two doll."

There was little to be done on the Shamrock yesterday. The yacht is in condition now to go ut sailing on a few moments' notice, and it is thought that to-morrow morning when Sir Thomas Lipton arrives on board her sail will be hoisted at once and she will sail into the waters of the lower bay. After having sailed about as long as those on board want, she will probably go to the Horseshoe and anchor there some of the men were at work on small jobs on the rigging and others were on the barge

and will be transferred to the barge to-morrow by the tug James A. Lawrence. There were also six sailmakers from Ratsey's lofts, who are to work on the sails as soon as it is decided what changes are to be made. The sails that arrived yesterday are the new ones. They have not been stretched yet, and will not be used until the longer spars are put on the Shamrock. One of Thorneycroft's mechanics is also in town. He represents the firm who

built the Shamrock, and will superintend any repairs that are to be made on the yacht. The boatmen at Staten Island are looking for a good day's business to-day. If it is fine they expect that there will be many who will want to see the yacht, and they are ready to take all who want to go around the Shamrock and Erin. The inclement weather spoiled their business yesterday and they were grumbling quite a little.

The question of keeping the course clear was discussed by some yachtsmen yesterday. and it was said that if after making one or two attempts it was found that the excursion steamers would not keep away from the yachts. the races would be transferred to Newport, where there would not be so large a fleet of excursionists. The club is determined that the course shall be kept clear. The officers of the club think that if there is any interference this year there will never be another race for the America's Cup.

TACHTS RACE FOR WESTON CUPS. Special Regatta of the Atlantic Yacht Club Sailed in a Brisk Breeze.

The rainy morning yesterday did not deter the Regatta Committee of the Atlantic Yacht Club from completing arrangements for the special regatta for the cups presented by Rear-Commodore Edward Weston. When the rain stopped shortly after noon, Col. David C. Austen had everything ready for the racers, and the skippers of the good-sized fleet soon got their craft into racing trim. A fresh wind from the east southeast gladdened the hearts of those who depended upon a stiff breeze to give them a chance for one of the handsome cups, and the spectators on the plazza of the pretty Seagate Club House had the satisfaction of seeing the yachts skim along with rails awash as they skirted the shore with the wind nicely abeam. in cups being offered for eight classes

The liberality of the prize donor resulted and special classes added brought the total of races up to the complement of a good-sized regatta. The course for the big sloops and knockabouts was fifteen miles. From the starting line to a buoy about threequarters of a mile southeast three-quarters east from Fort Lafayette, thence to Red Can buey No. 12, off the northwest end of the East Bank, and thence to the finishing line. This made a course of five miles to be covered three times. Acushla II was easily the swell yacht of the day. She was the only entry in the 51-foot class for yachts in racing trim. The moment the gun was fired the Acushia drew away from the other sloops, and after being prettily handled throughout drew away from the other sloops, and after being prettily handled throughout crossed the finish line at 4:05:35, having taken only a quarter of a minute more than two hours to negotiate the filteen miles. The Uvira was next to cross the line, about ten minutes after the leader. She was followed by the Daphne, nearly three minutes later. The Eidlon, winner of the class I. M and N race, finished next, and then the crowd settled down to watch the prettiest finish of the day between the Irex, Ondawa and Awa. The Irex appeared to be leaving the two latter yachts, which were racing for the class K prize. She skimmed over the line only 26 seconds ahead of the Ondawa. The best efforts of the Ondawa screw only landed her 20 seconds ahead of the Awa, and Mr. Arnold's boat won the cup on time allowance.

The mainsail yachts sailed a different course; from the starting line they went to a buoy anchored about one-quarter mile north northwest from the pierat Ulmer Park, thence to a buoy anchored about one-half mile southenst and three-quarters mile cast from Fort Lainzette. The course was negotiated three times, making a total of 10 i miles. There was also a cance race sailed twice over the course used by the mainsail yachts. The wind was a trifle too boisterous for the "cockleshells," and several of them tipped over. The Kansala wost, beating a good field. Among the other starters were Cance, Zip, Toreador and Aziz.

The winners in the different classes for

CRICKET.

Prince Ranjitsinhji Cables That He Will Visit This Country.

All doubts have been dispelled as to whether rince Ranjitsinhii, the famous Indian cricketer, would visit this country this fall or not. In a cablegram received by the Associated Cricket Clubs of Philadelphia, the Prince announces positively that he will arrive in this country about Sopt. 20, the Prince did not state in his cablegram the make-up of the team that would accompany him, local cricketers are confident that he will ring along one of the strongest aggregations It players that has ever visited this country. of players that has ever visited this country.

The first game will be played with the Philadelphia Colts on Sept. 23, 25 and 25 at Elmwood. The second game will be decided at Haverford on Sept. 29, 30 and Oct 1 and ani-Philadelphia team will be plitted against the visitors. All-Philadelphia will also be the visitors opponents at Manheim on Oct. 6, 7 and 8,

The Ballinger.

The Baltimore cricket clubs, as soon as they Fig. 13 in more cricket clabs, as soon as they learned that it was the Prince's intention to make a trip to this country, decided to invite him and his team to play in Baltimore. The Canadians, too, have requested the Associated Cricket Clubs of Philadelphia to arrange a match to be played in Toronto.

Cricket Yesterday.

The Knickerbocker A. C. champion Team A played its return game with the New York's yesterday at Bergen Point and had no difficulty in gaining a victory by fifty-nine runs with six wickets to spare. M. R. Cobb and H. C. Wright did all the work for the winners both in batting and bowling, the former especially having an excellent record with a score of forty-four runs and five wickets for eleven. J. F. Roberts did the best bowling for New York with three wickets for thirty-eight runs. The score: New York C. C., 34; K. A. C. Team A, 93,

New York C. C., 34: K. A. C. Team A, 16.

The Manhattan and Kings County Clubs had as enjoyable game at Prospect Park yesterday and the former won by 10: runs. A. Smeddely batted in good style for 17 for the winners and double-figures were also added by E. J. Atwood and T. J. O'heilly. For Kings county, G. Williams played steadily and well for thirteen C. T. Toblings hit hard for the same number and C. T. Hole added ten. W. Adam did great exceution with the ball for Manhattan and secured seven wickets for fifteen runs. The totals were: Kings county, 47: Manhattan, 66.

Paterson B Team played its return champion-

teen runs. The totals were: Kings county, 47: Manhattan, 68.

Paterson B Team played its return championship game with Kearny at Kearny and made a record of the genson by scoring a total of 10 runs. L. Brierly batted in excellent form for Kearny and scored 39, not out, while McHale, who captured 7 wickets in 6 runs. also proved a material factor in the victory of Kearny by 45 runs. S. Livingston also bowled well for Kearny and took 2 wickets for 3 runs. The totals were: Paterson, Team B. 10; Kearny, 55.

The Manhattan second eleven could muster but seven men for its Association championship game at Prospect Park against Brooklyn and, as a consequence, suffered defeat by 28 runs. The scoring was low on both sides, the best work being done for Brooklyn by J. Rodgers, who contributed 12, not out. For Manhattan, A. G. Shingler was top scorer with 14, and 1. J. P. Kelly added 12. J. Pedlow bowled effectively for Brooklyn, and captured 5 wickets for 14 runs, while for Manhattan H. Rushton obtained it for 22. The totals were: Brooklyn, 56; Manhattan second eleven. 28.

The Belmont team, of Philadelphia was scheduled to play Staten Island at Living 200.

50: Manhattan second eleven, 2R.

The Belmont team, of Philadelphia was scheduled to play Staten Island, at Livingston, 8, L. yesterday, but the morning rain left the ground in anything but fit condition for cricket, and in consequence, no play could take place. A similar fate befell the games scheduled for Central Park, and the cricketers who make the North Meadow their headquarters feit keenly disappointed, as on account of the waning season they are anxious to get in all the play possible before it ends. The Newark Club was scheduled to play Team Bof the Knickerbocker A. C. its return game in the championship series of the Metropolitan League, at Bergen Point. They failed to materialize, however, and the Knickerbockers demanded the game by forfeit.

Supprise Takes the Trophy.

BAY SHORE, Sept. 2.- The third and last of he series of races for half-raters, which was overhauling the spars and rigging there.

Sixteen bales of sails and two steel plates arrived on the St. Paul from Southamptonivesterday. They were consigned to David Barrie,

INTER-CITY GOLF MATCH.

BOSTON SCORES OFER NEW YORK IS THE NEWPORT WIND-UP.

Shaw Defeats Hollins, Jr., After a Tie-The Stockbridge Cup Won Outright by Rob-ertson-Travis Breaking Records at Ampersand and Results on Other Links. NEWPORT, Sept. 2.-The Newport Golf Club tournament ended to-day when Quincy Shaw, of the Myopia Club, won the President's Cup, and Charles Hitchcock, Jr., wen the Consolation Cup. It was great golf, the best seen on the local links, and, although Shaw won, he had a hard fight for it, thirty-seven holes being necessary to decide the match. During the night there was a light rain which to a degree made the greens dead. As the day advanced it cleared up somewhat and by noon there was quite a "gallery" in the leading matches. In the afternoon there was a large attendance and at times

enthusiasm ran high. Shaw and Hollins started off at 10:30, Shaw taking the first hole, and at the end of the first nine he was one up. On the second nine, Hollins put up a nice game at first and soon had the score one up for him. At the quarry he sciaffed and barely cleared the hill, although he managed to halve the hole. At the seventeenth hole it was all even. Hollins having the honor. He drove short, taking three to get on the green and then missing two easy puts, while Shaw holed out in 4. Both made remarkable good scores, Hollins even better than Shaw and one below Keene's medal, winning score of 79. In the afternoon the training of Shaw told, and although Hollins put up a most brilliant

game, his strength did not hold out, while Shaw was as fresh at the end as when he started In the morning Hollins saved himself several times by his fine approach shots and they helped him well in the afternoon, but as the play advanced he drove short and missed some easy puts. Hollins opened the afternoon play with brilliant golf, taking the first two holes, Shaw driving wild on the first and approaching poorly on the second. This made the score I up for Hollins, but his poor put on the third made it all even. Then Shaw started out with a vengeance, taking four straight holes, Hollins continually driving in the long grass, but at the ninth he drove on the green and holed on the next stroke. Shaw was up, and the growd began to fear it was all over. but the best golf of the day was to come. Hollins made a fine drive from the tenth tee, landing on the green, while Shaw drove in the long grass, Hollins taking the hole in 3. The eleventh, twelfth, thirteenth and fourteenth holes went to Hollins in rapid order his golf being most brilliant. He played carefully, while Shaw not only drove wild but missed easy and short puts. Hollins was now 2 up and 4 to play. Shaw got the fifteen and they ha lyed the sixteenth and seventeenth. When the men teed for the last hole. Hollins was I up. He was on the green in two and had two puts to win out, but he missed two chances and holed on the third, while Shaw took the hole on a good approach and one put. The thirtysix holes had been covered and the score was all even. A large crowd gathered to see the extra hole played. Shaw had the honor and drove on the green, while Hollins barely reached the top of the hill. This lost him the match, for Shaw holed out in two more, while Hollins needed three. There was great applause as the two men shook hands and were led to the club house by their admirers. The

For the Consolation Cup, Howard Hitchcock, Point Judith, beat E. M. Beyer, Essex, by 2 up and I to play.

Play for the Director's Cup brought out only eight cards yesterday at the Montelair Golf Club, the rain causing the withdrawal of the others who started. A very large entry has been received for the general handican tomorrow, in which both the active and associate members are eligible. The scores:

6000, Helen, Net.

S. H. Harris, Paul Wilcox.

The handicap golf match at the Ardaley Club yesterday afternoon was interesting aithough it rained steadily all day and only eleven out of the twenty-seven entries finished. The club has arranged a team foursome match for a special cipyto-morrow. Some interesting scores

are expected. Summary Feed L. Eldridge H. M. Billings. H. S. Browks. A. Dewitt C. chrane. E. K. Beddall. 110 96 110 104 108 115 S. Fairebild B Bertron

A mixed foursome handleap, for prizes pre-sented by the club, was the event yesterday at the Westbrook, Conn., links. The contestants

Wore:

Miss Hayt and Russell S. Perkins, Mrs. T. P. Fiske and F. H. Fiske, Miss Wilson and H. S. Sceley, Miss Wells and Mr. Wilson. Mrs. Sherrill and R. C. Otts, Miss Sherrill and R. C. Otts, Miss Sherrill and R. C. P. Fiske Mrs. Seeley and Dr. Sherrill, Mrs. F. B. Fiske and N. Sherrill, Miss Seeley and A. Burchard, Mrs. Charles F. Storr and J. H. Hamlin.

The winners were Miss Hayt and R. S. Palmer, 81, 25, 56, although Mrs. Storrs and J. H. Hamlin, the Chicago player, had the lowest gross score. A putting and approaching match, for prizes offered by J. H. Hamlin, followed, in which the winners were Miss Seeley and Mr. Wilson.

A team match was played between the Sagamore Golf Club and the Lake George Golf Club on the course of the latter club at Caidwell, Lake George, N. Y., on Friday, which resulted in a victory for the latter club by 30 to 0, as follows:

Frank Fuller
Fred. J. Stimpson
Rowland Keyes
Win. A. Campbell
Win. P. Hawe O Charles II Brown O Harry W Hayden O Denny Hyreston O Babert C Hayden O James H Hayden O Charles H, Tuttle Edward Clark Total 0 Total

STAMFORD, Sept. 2.—On the links of the Wee-burn Golf Club this afternoon the qualifying round for the President's cur, presented by John B. Crimmins, was played and brought out a particularly large field, cards being in-turned by twenty-five. The first round at match play and the semi-finals will be played on Monday and the finals next Saturday. Those to qualify this afternoon were:

Grau. If cap. Not.

W. A. Belden

Haben Beely Haldwin W. L. Hallwin 93 5
J. H. Horburtt 122 33
F. C. Hoyt 108 20
F. T. Towne 114 24
Following are the scores of the others took part in the competition: H. L. Williams
A. C. Wheeler
George Hecker
E. E. Bruggerhof
A. L. Brown
W. D. De Fred Hecker rge Jenkins R. Pitt C. Cisco Smith K. Pembrook. 119 123 121 122

Madison. Sept. 2.—The Madison Golf Club team was this afterneon defeated by the Mor-ristown Field Club team. The score: MATHRON. MORRISTOWN FIELD. Morrow

o Prost o Behr o Woodward o Macy 2 Doyckinck Total Total NOTE. Professionals and amateurs who intend to play in the onen championship of the U. S. G. A. should note that the entries close on Thurs-day, with R. B. Kerr, 2d Broad street.

A. should note that the entries close on Thursday, with R. B. Kerr, 2d Broad street.

Stockbridge, Sept. 2—The most successful golf tournament ever held by the Stockbridge Golf Club was brought to a close to-day. The

first event was the handicap at eighteen holes, for the handsome sliver cup offered by the club. There were sixteen players who returned cards, and Thomas C. Ennever of Montclair proved the winner with the net score of eighty-four. Ennever has played in all the events of the week, and his friends were gratified at his success and good playing. The following is the summary:

10 Reyes Frothingham Owen Hibbeil Burden VanRensaler

Ridgeway. 10% 0 10%. Fairbanks 116 0 115
The principal event of the day was the finals for the Stockbridge Cup between T. Markoe Robertson of Yale and George H. Clark, Jr., of Harvard. The playing was so close that the result was in doubt until the last put was made on the thirty-sixth hole. In the morning play Clark started with a lead by winning the first two holes, and maintained it most of the way around. Robertson drew up, and starting for home the score was all even. Comink in, Clark excelled on driving, and by care and steady play managed to finish one up on the eighteenth hole. In the afternoon there was the largest gailery of the week and each stroke was watched with much interest. On the twenty-fourth hole Clark was three up, with twelve to play, and appeared to have the match. Hohertson, however, was in no way disconcerted, and took the next two holes. At the turn Clark was one up. Robertson won the twenty-eighth hole in 4 to 5, the twenty-ninth was halved, but Robertson won, 4 to 5, and, as the last hole was halved, he took the cup and match. As Robertson also won last year, the cup now becomes his personal property.

Rain was responsible for the postponement of several golfing events yesterday, among them the open 18-hole handicap at the Long Beach Golf Club and the pickup team match at St. Andrews, both of which will be played to morrow. There are cups offered by Col. A. E. Dick for the best and second net scores and one offered by F. A. Sumner for the best gross score, at Long Beach, and both men, and women are eligible. In addition to the team match at St. Andrews there will be a thirty-six hole handican and the club championship will also be decided.

Only three returned cards in the Marine and Field Club handicap yesterday, although quite a number started. The cards on which the pool was divided were: E. H. Kinney-Out . 6 5 6 5 5 4 4 5 8-48 In 6 4 5 6 5 5 6 8 9-54 102 15 87 1. H. Smith— Out .-6 8 5 5 6 4 6 8 9-55 In ... 6 5 5 8 6 5 8 7 8-58 118 15 H. B. Boyd— Out ...5 6 5 5 4 5 12 7 7-56 In ...5 6 4 4 4 4 8 6 6-47 103 The following are the scores in the sixth period to qualify for the President's cup. Gross, H'cap, Net, Points, Total, 109 15 94 6 6 109 15 94 6 6 109 15 19 5 1 5 119 119 31 95 1 5 85 7 78 3 4 N. M. Garland
H. G. Plimpton
F. H. Wilkins
W. H. Clapp
H. N. Curtis
A. P. Clapp Those who did not compete in this period but have points scored from preceding competi-lious are:

Long-handicapped men won the first three places in the monthly handicap at the Richmond County Country Club vesterday. Sixteen started in all, with Paterson, Park, Stout, Chadwick and Williams at scratch. In this division Paterson and Park each returned a capital 88, but they could not overcome the long odds vouchsafed to the prize-winners.

Į	The summary:	brises with
١	Great	H'can.
	8 8 Wonhan	80
	Ralph Lane	20
	J. D. Haight	25
	A. E. Paterson 88	0
	James Park 88	
ı	D. I., Haight	16
١	E. O. Schuyler	2
١	Charles T. Stout 98	
١	J. R. Chadwick 93	0
ı	77 . 17 . 107 10 00 7	
ł	H. M. Baldwin 100	
١	Otis L. Williams 9/	
Į	F. S. Davis 103	7
1	De F. Critten	
ı	R. Bucklin	
	S. H. Brown	2.5
ı		

Since sending out its circulars to the different S. G. A. clubs, announcing its first ones Since sending out its circulars to the different U. S. G. A. clubs, announcing its first open to urnament, the Mount Anthony Golf Club has learned that the dates wanted would conflict with the annual tournament at Lenox. On this account the Green Committee has postponed the tournament to the following week, to Tuesday, Wednesday and Thursday, Sept. 19, 20 and 21. The qualifying round will be at thirty-six holes, medial play, with a prize for the best secre. The first sixteen will qualify for the Mount Anthony and the second for the Walloomsac Inn Cup. The match play rounds will be at eighteen holes, the finals being on Thursday afternoon, Entries should be sent to George Worthington, Secretary, Bennington Centre, Vt.

EAST OBANGE, Sept. 2.-In handleap medal Golf Club, the following scores were made Grass. 96 89 98 103 Richard H. Dana Howard Giffin
Edward G. Kent
U. D. Cutting
A Decker
Jar Bradshaw On Saturday next the club will play a return match at Forest Hill with the Forest Hill Golf Club.

There was some clever golfing on Staten There was some clever goining on Staten Island yesterday, over the long and well turfed course of the Harber Hill Golf Club. The event was the qualifying round at eighteen holes medal play for the fall championship. In spite of the rain a really fine card was returned by G. E. Armstrong, as follows:

3 5 ft 5 4 4 4 5 4-40 4 3 5 4 7 ft 5 5 7-14-84 The eight to qualify for the championship

44 44 48 50 48 50 51 tt O'Connor In the Consolation oup race those to qualify J. E. C. Leavitt, 97: Vincent Hockmeyer, 98; D. Barnard, 101; F. Phillips, 104; C. Goldsborough, 106; E. D. Crowell, 107; G. Sey-

Those who failed to qualify were: J. French, 100; H. Hasbrook, 111; G. Seward, 112; Ralph McK. #, 117, and D. B. Crowell, 120.

ATLANTIC CITY, Sept. 2.—A. H. Chadbourne and D. H. Carstairs engaged this afternoon on the Northfield golf links in another game for the Harry W. Leeds cup. The cup becomes the property of the first contestant who wins five matches. Each match consists of thirty-six holes. The players were unable to finish the contest and will resume to-morrow. Chadbourne is one of the best players in the local club and has three games to his credit. In the regular Saturday medal play tourney, A. M. Jordan won by four strokes. There were twelve players and the scores made were good. The weather was fair, and those taking part enjoyed excellent sport. The scores follow: Handicap.

E. A. Darby	14.5		54
H. Collins	111	14	ii
8. K. Smith	124	9.7	- 6
The state of the s	2.22	7.1	- 17
H. W. Middleton W. Taite.	10.555	3.5	- 19
W. Taite.	1.35	30	3.0
H. W. Leeds	189	710	10
H. W. Leeds W. E. Felgo	128	16	11
W. R. McShea	143	30	11
H. W. Hastings.	140	9.5	- 1
SAUTH TO SERVICE TO SERVICE STATE OF THE SERVICE ST			
BERNARDSVILLE, Club defeated the Bernardsville her score:	ae Somer	set Inn t	eam o
Glenxide.	1.7	Somertet.	
C W. O'Connor E. T. Donnelly	4 2 11	ard	
F T Donnelly	4 W 1	onsed	
Control of the Contro	100	L. Company	
C. J. Sullivan	110 11 11 11	10.88	ASSESSED IN
J. O. Bates	6 H. 80	# 14 EFF	1100
E A. O Connor.	2 N. St	out.	CAR CAR
A. A. Albertan	25.47 1 47	med Adm."	

Total Total Newnerm, Sept. 2.—The Glenwood Golf Club of Hudson visited the Powelton Club of this city to-day, and brought with them seven men. The match resulted in a win for the home team by the following score: Glenwood,

I.F. C. Cody

I.C. E clestyne

I.W. W. Rice

I.C. H. Evans, Jr.

I.O. H. Bradler

I.F. E. Dubois

I.E. W. Scoville

The scoring was on the Tuxedo system of a single point for each match.

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ress to the blood. It is a promoter of good health and longevity. Makes the old young; keeps the young strong.

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from whatever causes, Profound Depression and Exhaustion, Throat and Lung Diseases, onsumption and Malaria. It is a diffusible tonic for the entire system. Mariani Wine is invaluable for overworked men, delicate women, and sickly children. It stimulates, strengthens and sustains

is invaluable as a Summer Touic. It can be taken with cracked ice or soda water. Try it Beware of imitations. To those who will kindly write to MARIANI & CO., 52 West 15th Street, New York City, will be sent, postpaid, book containing portraits with indersements of Emperors, Empress, Princes, Cardinals, Archbishops and other interesting matter. Mention this paner.

the system and braces body and brain. It

lention this paper. For Bale by all Druggists. Avoid Substitutes.

his victory over A. W. Smith in the morning, was regarded in form and a sure winner, but Ransom proved a surprise and was the winner by 3 up and 1 to play. Ransom made the eighteen holes in eighty-two, the best he has ever done on the course in the three years he has played here. The women's events shared the interest with the open and a large gallery followed the scratch players. Scores:
Niagara Challenge Cup-Semi-final round—C. M. Ransom, Buffalo, best J. G. Averill. Rochester, 5 up and 1 to play; G. S. Lyon, Toronto, best A. W. Smith, Toronto, 3 up and 1 to play.
Final round—C. M. Ransom, Buffalo, best G. S. Lyon, Toronto, 3 up and 2 to play.
Women's Driving for Accuracy and Distance—Miss Beddome, 107, 102, 119; Mrs. Willett, 100, 102, 110; Mrs. Ivrine, 92, 113, 109.
Women's Handicap, for special prize—First, Miss Sizer; second, Mass Scott.
Consolation Handicap—First, L. E. Laffin, 108, 27, 81; second, P. G. Willett, 108, 24, 84; third, J. P. Bowman, v4, 9, 85.
Women's Handicap—First, Miss Dixon, 59, 4, 85; second, Miss Beddome, 61, 4, 57; third, Miss Scott, 61, 0, 61.

AMPERSAND. Sept. 2.—A perfect day and links in tip-top shape greeted the beginning of the open tournament of the Ampersand Golf Club. The gold medal in the qualifying round was won by Walter J. Travis of the Oakland Golf Club with the following card:

The second round was a stroke below the Amperaand record. Those to qualify were: W. J. Travis, 84; George Stevens, 86; C. A. Henderson, 90; Percy Pyne, 2d, 90; Halsted Lindsley, 91; S. T. Pratt, 92; C. D. Ransom, 92; W. W. Powers, 93; J. B. Taller, 94; D. Loring, Jr., 96; Reginald Kernan, 96; S. Beckwith, 97; C. C. F. McCann, 98; W. Y. Marah, 99; Demorest, 101; Loney, 101.

In the first round for the Ampersand Cup the results were:
Stevens beat McCann, 1 up: Tailor beat Prne, 5
up and 3 to play: Marsh beat Ransom, 1 up: Lindslev beat Loring, 2 up and 1 to play: Kernan beat
Pratt, 1 up: Beckwith beat Powers 2 up and 1 to
play: Travis beat Henderson, 4 up and 2 to play;
Demorest beat Lorey, 6 up and 4 to play.

CAPE MAY, Sept. 2.—In the eighteen-hole handicap golf tournament to-day there was much interest. Elliott Rogers of Allegheny City won the Class A same prize. The scores in Classes A and B were: CLASS A. Grots Heap No.

	107,000	24 24677	44.00
	Eiliott Rogers 86	7	7
g	J. Earnest Smith 90	0.	R
3	F. J. Graves 81	- 11	H
n	Frank Miller 89*	7	A
	Thomas W. Eastwick 92	10	14
i	R. W. Harvey 83	- 0	
1	James M. E. Hildreth 97	200	
	I. K. Bishpham 95		
9	Louis H. Ayres	10	- 2
a	Edwin F. Cook 98	10	- 2
		10	
ij	CLASS B.		
ij	John J. Rogers, Jr 95	14	71
Я	Thomas Smith 98	1.5	6
7	Gilbert H. Shearer, Jr Du	1.5	
n	C. L. Matthews	7.40	
ı	W. S. Clawson. 104	20	- 2
9	George W. Hayes 101	16	180
ï	Dr. Charles H. Roed	1.77	100
		17	- 7
	Dr. C. H. Davis	17	
ï	Samuel Bishpham 106	3.5	131
	Dr. G. S. Jameson 109	20	#1
	William M. Allen	12	SH
	L Neilson 105	1.2	547
	Alex H. Scott	19	147
	Dr. E. L. Vansant 106	12	- 19
	W. H. Chew	12	10
	C. S. Jacoby	12	193
	Cecil B Calvert	12	541
	Joseph R. Rhondes 117	17	100

LUDAH BEAT THE HUSSA. Commodore Repediet Sails a Rout in the

Indian Harbor's Regatta. GREENWICH, Sept. 2.-Commodore E. C.

Benedict sailed the knockabout Impish in the regatta of the Indian Harbor Yacht Club this afternoon and succeeded in bringing his trim sloop in fourth. The race was one of the most interesting and closely contested ever sailed under the auspices of the club. Twenty-six yachts started. The weather was threatening and there was only a gentle breeze from the east, which stiffened in an hour, sending the boats through the water at a lively rate. The course for the 43-foot class was from the comnittee boat, off the club house, around Little Captain's Island, a distance of 15 miles, and that for all other classes to buoy off western end of Great Captain's Island, sailed over wice, a distance of 10 miles.

The start was made at 2:30 o'clock. In the A3-foot class the Ludah, owned by Charles L. Seabury, beat the Hussa, owned by J. D. Baird, by half a minute clapsed time, but the boats must be measured before prize can be awarded. In the 30-foot class the Alerion, A. H. Walker, won the race, defeating her closest competitor, the Marguerite, John F. Dingle, owner, by 33 segunds.

the Marguerite, John F. Dingle, owner, by 39 seconds.

The 18-foot Nors, Lewis Iselin, owner, won the race from the Rippile, Dr. J. C. Mesks, the two boats out-sailing the others in the class. The sloop Palmer, Clark Miller, owner, was awarded the prize for best corrected time in the short course, 2 hours, 3 minutes and 32 seconds. In the knockabout class, Spindrift, S. C. Pirie, owner, was first; Cockaton, H. C. Eno. was second, and Kittie, Hazel Morse, third.

Much surprise was expressed by the yachtsmen that the big 43-foot Sultan did not win in her class. She had new salls and was doryrigged, but she was not able to keep the pace of the Ludah and Husss.

More Sailors for the Shamrock.

Special Cable Despaich to THE SUS. SOUTHAMPTON, Sept. 2 .- A final contingent of six sailmakers and ten members of the German Emperor's yacht Meteor, in charge of Dan Parker, a brother of Capt. Ben Parker, sailed for the United States to-day on the steamship New York. They will assist the Shamrock's erew during the coming races for the America's Cup.

French Boxers Challenge Jeffries.

Special Cable Despatch to THE SUN. Paris, Sept. 2 .- Jim Jeffries, the champion pugilist, arrived here to-day and immensely impressed the people who saw him. He will give seven exhibitions at the Folles Marigny. He has already received several challenges from French pugilists.

\$80,000 for Harness Races.

LEXINGTON, Sept. 2.- The Directors of the Kentucky Trotting Horse Breeders' Association met to-day, and instructed Secretary Horace Wilson to add \$20,000 in purses to the Horace Wilson to add \$20,000 in purses to the rich stake programms already announced, making a total of \$80,000 to be hung up for their twenty-seventh annual meeting here from Oct. 3 to 14. This is the largest amount to be distributed among horsemen by any trotting club in the country, from \$1,000 to \$2,000 each. They will close on Sept. 16 for the following classes: Trotter-Free for all, 2:10, 2:14, 2:17, 2:19, 2:23, 2:27. Pacer-2:04, 2:07, 2:10, 2:12, 2:14, 2:17, 2:20. After the meeting, Secretary Wilson left for New York is the interest of the October race meeting.